Attachment A

South Lake Union Height and Density EIS RFP

Environmental Impact Statement Scope

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Environmental Impact Statement (EIS) Scope

The South Lake Union Height and Density EIS will evaluate how potential increases in height and density in the South Lake Union Urban Center advance the goals of the City's Comprehensive Plan and the recently adopted South Lake Union Urban Center Plan. Specific goals of the Comprehensive Plan and the Urban Center Plan include:

- Ensuring adequate zoned development capacity for long-term growth consistent with the designation of this neighborhood as one of the City's six urban centers.
- Using increases in height and density to achieve other neighborhood plan goals and Urban Design Framework priorities such as increasing the diversity of housing types, amount of affordable housing, open space, and other public benefits through an incentive zoning program.
- Using increases in height and density to promote a neighborhood form that contributes to livability while accommodating anticipated growth in jobs and housing consistent with the neighborhoods' Urban Center designation.
- Determining how to best accommodate growth while maintaining a functional transportation system, including the street network, transit, and non-motorized modes of travel. Similarly, determine how to accommodate growth while maintaining the functional capacity of utility systems, including electrical energy, water, sewer and storm drain systems.

EIS Alternatives

DPD proposes studying four alternative approaches to height and density in the South Lake Union Neighborhood. Alternatives 1 and 2 increase height and density for both residential and commercial uses. Alternative 3 increases height and density primarily for residential uses. Alternative 4 is a "no action" alternative and uses existing zoning and height limits. Each alternative will be further refined by estimates of commercial and residential floor area likely to be built through the year 2030. As part of the EIS analysis, the EIS team will refine assumptions needed for each element of the environment (e.g. percent area of green roof, number of affordable housing units produced, vehicle miles traveled, etc) in consultation with City staff. A summary of the assumptions will be incorporated into the EIS description of alternatives.

In November of 2008, DPD issued a Determination of Significance /Notice of Scoping and conducted a scoping process for the alternatives. A substantial number of comments received during the comment period, identified concerns that relate to neighborhood livability, the street level experience anticipated by the proposed alternatives, and a variety of general urban form issues. In response to these comments, the City engaged the neighborhood in a planning process to develop an Urban Design Framework. The final alternatives being studied in the EIS were informed both by the comments submitted during the scoping process, and discussions held through the UDF planning process. Any

mitigation strategies identified in the EIS should also be fully informed by UDF recommendations. It is expected that formal consideration of the draft UDF will occur during 2010.

Elements of the Environment

Through scoping DPD has identified areas of likely environmental impact and elements of the environment to be studied in the EIS. Below is a summary of the issues that the EIS will study:

1. Land Use

   No land use compatibility issues are expected to result from the project that are not already possible under current zoning.

   The land use analysis will focus on the consistency of each alternative with existing state, regional, and local planning policies including policies related to the Kenmore Air flight path. Specifically this analysis should consider impacts of building heights associated with each alternative in the immediate vicinity of the departure corridor (south departure) on safe aircraft flight with special consideration for wind sheer and mechanical turbulence in the lee of buildings (wind modeling).

2. Housing

   Assess potential impact on availability of housing affordable to low-income households under each alternative. This assessment will be based in part on the City's established incentive zoning policy (SMC 23.58), with incentive zoning provisions for all additional floor area above current zoning and assuming a 60/40 split between affordable housing and public amenities provisions, as described in that ordinance. Data includes the total number of existing residential units, including number and affordability of subsidized and market-rate housing units, and number and affordability of units planned or permitted but not yet constructed. The analysis will estimate the total number and affordability of residential units that could be built under each alternative.

3. Aesthetics and Urban Design
   Through Three Dimensional modeling, shade and shadow analysis, compare the urban form impacts of each alternative at build-out including impacts to SEPA protected public viewpoints and corridors. Evaluate how pedestrians would experience new development including an analysis of shade and shadow impacts at the street level and on important public spaces such as Lake Union Park, Denny Park, and Cascade Park.

The consultant will develop a dynamic, three-dimensional computer modeling tool capable of photorealistic imaging of both actual and proposed building forms to aid the City in evaluating height and bulk options for South Lake Union. The modeling tool must be capable of overall skyline and view analysis from multiple close and distant public vantage points, analysis of specific view, shadow and sun access impacts at the street level, and analysis of total building volume for varying alternatives. The model must provide topographic accuracy. Importantly, the consultant must be able to simulate, evaluate and convey to the public the experience of the area and new development from the ground plane at street level.

The Consultant will be expected to begin the project with established information on existing conditions (building height, form and skin) for South Lake Union, and to have background information (building height and basic form) for downtown Seattle, Belltown and Denny Triangle, Seattle Center, the east and south slopes of Queen Anne, the west slope of Capitol Hill including existing buildings and projects with an approved Master Use Permit (MUP) on file with the City of Seattle..

The Consultant team must have the ability to use the model to produce high-quality, fully-rendered graphics and illustrations for public presentation, including visual/diagrammatic, illustrative, and photorealistic representations.

4. Transportation

The transportation analysis will examine impacts on transit, pedestrian, and bicycle travel, and parking impacts. Analysis of impacts on transit, pedestrian, and bicycle travel will rely in part on the recently completed Bicycle Master Plan, Pedestrian Master Plan, and Transit Plan. The parking analysis will rely on recent studies and planning for parking in the SLU area. The transportation analysis will also examine vehicular traffic levels-of-service in the year 2030 under each alternative. The transportation analysis will be undertaken in close coordination with Seattle Department of Transportation (SDOT). Specific goals of this analysis include:

- Suggest to the City innovative mechanisms to appropriately analyze the performance of all modes of transportation including vehicular, pedestrian, bicycle, transit, and freight (e.g. multi-modal level of service, auto-trips generated (ATG) methodology, intersection person-delay).
- Identify existing transportation conditions for all modes and identify and evaluate transportation needs and deficiencies.
- Analyze anticipated transportation needs and impacts based on the four land use alternatives including the alternative with no zoning changes.
- Provide a strategy for enhancing the existing transportation network so it may evolve from one that is primarily auto-oriented to one that moves towards the mode split goals of the South Lake Union Mobility Partnership Vision Plan.
- Re-define (if needed) and define new projects in the list of transportation projects and programs to address future transportation needs within the study area as part of the

voluntary Transportation Mitigation Payment Program (ref. South Lake Union Transportation Study). Verify that these projects are shown to be effective in meeting neighborhood mode-split goals.

- Provide alternative parking strategies that support the mode split goals of the South Lake Union Mobility Partnership Vision Plan.
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5. Open Space and Recreation
   Growth under any of the alternatives will affect demand for passive and active recreation opportunities. The EIS will examine expected impacts on existing recreation facilities, potential demand for additional facilities, and examine existing policies for addressing recreation needs.

6. Public Services and Utilities

   City staff will be primary resources for forecasting demand and evaluating adequacy of existing public services and utilities. The consultant will develop demand estimates in consultation with City staff, and work with City staff to identify any critical facilities needed to meet the projected demand.

   - Electricity demand and electrical distribution infrastructure will be evaluated to determine whether additional facilities will be needed to support the level of development anticipated under each alternative.

   - The EIS will examine existing and proposed storm water and wastewater infrastructure and additional demand anticipated to determine whether any adverse impacts can be expected from development under any of the alternatives.

   - Redevelopment would increase the demand for police, emergency services, and schools. The EIS will provide a projection of additional demand based on population and employment growth in the area.

7. Soils/Geology
   The EIS will analyze risks associated with construction of housing and other uses in liquefaction prone areas adjacent to Lake Union. Other potentially critical geologic hazard areas that will be studied include small steep slope areas and known slides near the freeway and constraints posed by high water tables. Erosion impacts would not be affected by any of the proposed alternatives.

8. Water Quality

Stormwater quality and runoff rates under current standards will be compared for each of the proposed alternatives. This analysis requires an understanding of the existing problems with stormwater handling in the area and planning currently underway to solve these issues.

9. Air
   Local air quality impacts from vehicle emissions under each alternative will be modeled at three hot spots, such as I-5 on-ramps at Mercer and Denny at Aurora.

10. Greenhouse Gas (GHC)

    GHG impacts will be estimated using the King County GHG emissions worksheet as a starting point. The assumptions in the worksheet will need to be adjusted to more closely reflect the conditions that exist under current regulations as well as the results that could be expected with stricter energy efficiency requirements for buildings and vehicles. The assumptions for vehicle miles traveled should also be assessed to determine whether the worksheet assumptions would reflect the type of vehicle use anticipated in South Lake Union under each alternative. This analysis should also address the regional impacts on Green House Gas associated with directing density to the South Lake Union Neighborhood versus more dispersed development patterns.

11. Environmental Health
    Using existing studies that have been performed for numerous projects in the area provide an overview of the types of contaminants likely to be encountered and determine whether any of the alternatives would affect the likelihood of human exposure to toxics or other environmental risks.

12. Noise
    Evaluate whether noise sources, such as I-5, Aurora Avenue, or major arterials would adversely affect residences or other sensitive receptors under each of the alternatives. Evaluate potential of noise impacts on residential uses adjacent to Kenmore Air flight path.

13. Plants and Animals
    Assess potential impacts to species and habitats that are listed on federal threatened or endangered species list, or on the state Priority Habitat and Species list. Compare the impacts of each alternative, including potential benefits of standards for landscaping that could accompany rezones.

14. Historic and Cultural Resources
    Using existing studies prepared for recent projects in the area, prepare an assessment of potential impacts to historic and cultural resources that could result from each alternative. No new historic building surveys or physical investigations of cultural resources are anticipated.

Mitigation.

Based on a thorough analysis of each environmental element, the consultant will develop a package of mitigation projects and programs which comprehensively address the cumulative impacts of each alternative. This mitigation package should provide detailed information suitable for the development of future CIP projects by the city or for individual projects to be considered as part of project-level SEPA review or provided as conditions to future Master Use Permits (MUP) by the City of Seattle. The mitigation packages should incorporate proposals and strategies described in the draft Urban Design Framework (UDF) to the extent practical and directly suitable to mitigating identified impacts.